

# MD 28/MD 198 Corridor Improvement Study

PROJECT NEWSLETTER

SPRING 2003

## DETAILED STUDIES UNDERWAY

### Workshop helpful in trimming alternates

The State Highway Administration (SHA) thanks everyone who attended the Alternates Public Workshop last June for your input and participation. More than 300 people attended the workshop held at Blake High School. The purpose was to summarize the results of the initial stage of study and to get feedback on the preliminary alternates and options under consideration. The study team received excellent written and verbal comments on the three alternates and three options presented.

Following the workshop, the study team decided to retain three alternates and one option to undergo more detailed study, and to drop two options from further consideration. Federal and state regulatory agencies who participate in the project have concurred with the decision.

### Options Dropped

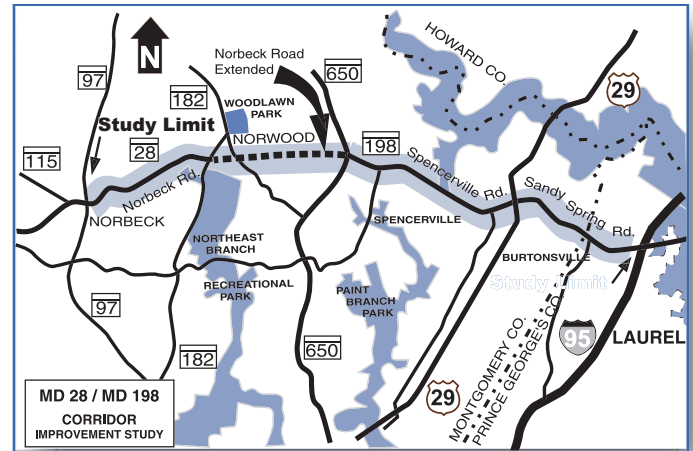
At the workshop, three options were presented in the Spencerville area designed to avoid impacts to historic properties and a public park along MD 198. The consideration of such avoidance measures is required by federal law.

Following the workshop, the team decided to drop the two off-alignment options -- Options B and C. Options B and C would have departed from existing MD 198 just west of Good Hope Road and run parallel of MD 198 to the south, before tying back onto the existing roadway east of Spencerville.

The team determined that Option A, which shifts the existing alignment, would sufficiently avoid the federally protected resources, and that both Options B and C raised concerns about neighborhood and natural environmental impacts.

### Alternates Retained for Detailed Study

Detailed engineering and natural, cultural, socio-economic, and air & noise environmental studies are underway on the alternates under consideration. The results of these studies will be summarized in an environmental document this fall prior to a public hearing. Details of the hearing will be mailed to the project mailing list and advertised in local newspapers.



The alternates retained are:

**Alternate 1 (No-Build Alternate)** - Includes minor improvements as part of normal maintenance and safety improvements currently planned to be constructed as part of other projects, but would not measurably affect roadway capacity or operation.

#### **Alternate 2 (Transportation System Management Alternate)**

- Consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. Examples include additional turning lanes at intersections, improved signal timing, geometric improvements to sharp curves, consolidation of access points, and adding a center turn lane in areas with a high frequency of left-turning traffic.

#### **Alternate 3 (Master Plan Features Alternate)**

- Improves the MD 28/MD 198 corridor to provide the roadway features called for in the local master plans. This alternate would provide two through lanes in each direction from MD 97 to the Montgomery/Prince George's County line and three through lanes in each direction from the County line to I-95. An option for this alternate consists of three through lanes in each direction from Relocated US 29 to the County line, although the study team realizes this is not consistent with local master plans. A median would be considered for the entire corridor.

**Section 4(f) Avoidance/Minimization Option A** - Consists of a slight southerly shift of existing MD 198 through the Spencerville area, while generally maintaining the master plan typical section features.

## Public Involvement

With detailed studies underway, the project team has been meeting with people along the MD 28/MD 198 corridor, with a particular emphasis on local design issues. In early April, several meetings were held with property owners along the roadway to discuss such issues as safety, aesthetics, bicycle and pedestrian access, and other design considerations. The project Focus Group, made up of a cross-section of corridor interests, met in March on the same topic and will meet again later this spring. In addition, the study team has met with a number of community organizations and would welcome additional opportunities.

## Next Steps

- Conduct detailed engineering/environmental studies - [Spring/Summer 2003](#)
- Release draft environmental document - [Summer/Fall 2003](#)
- Hold Location/Design Public Hearing - [Fall 2003](#)
- Evaluate public and agency comments from the hearing - [Winter 2003/2004](#)
- Recommend preferred alternate to SHA Administrator - [Spring 2004](#)
- Release final environmental document and receive approval from FHWA - [Winter 2004/2005](#)

## Project Planning Team

SHA is committed to keeping the public involved during this study. We want to hear from you and appreciate your questions and comments. If you know someone who would like to be added to the mailing list, or if you do not wish to receive these periodic mailings, please contact the project manager.

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Information on this and other SHA projects can be obtained at our web site: [www.marylandroads.com](http://www.marylandroads.com)

## Thank You

The study team again thanks you for your interest and participation in the MD 28/MD 198 Corridor Improvement Study.

[Robert L. Ehrlich, Jr.](#), Governor

[Michael S. Steele](#), Lieutenant Governor

[Robert L. Flanagan](#), Secretary

[Neil J. Pedersen](#), Acting Administrator

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